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INFORMATION REPORT

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COUNTRY USSR (Crimean ASSR)

DATE DISTR. 24 October 1952

SUBJECT Kacha Airfield

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1. The airfield at Kacha (44-47N, 33-34E), on the west coast of the Crimean ASSR, is approximately 20 kilometers north of Sevastopol (44-35N, 33-34E) and 45 kilometers south of Yevpatoriya (45-12N, 33-24E).¹ The field, which is approximately 100 meters from the shore of the Black Sea, is about 13 kilometers south of the Alma River and about four kilometers north of the Kacha River. It is on a plateau which runs from the north bank of the Kacha River to the Alma River. Since the airfield is located in a slight depression in the plateau, it is only about ten meters above sea level.
2. The nearest villages to the field are the following: Adzhi-Bulat (44-49N, 33-37E), about four kilometers north of the airfield; Mamaschai (not located), about four kilometers south of the airfield; and Aktachi (44-45N, 33-44E), about 16 kilometers east of the field. The nearest railroad station is located 25 kilometers east of the airfield at Bakhchisaray (44-47N, 33-54E), on the double-track line from Simferopol (44-58N, 34-05E) to Sevastopol. The nearest airfield (sic)² is at Saki (45-07N, 33-36E), about 38 kilometers north of the Kacha airfield.
3. The airfield is in the shape of a long rectangle. It extends approximately 2,500 meters east to west and approximately 1,000 meters north to south. The entire airfield is surrounded by a two-meter-high wire fence which is attached to concrete posts. There are three entrance gates on the west side of the airfield.
4. The surface of the airfield has been leveled and is covered with grass. There is a firm foundation of sandstone and lime. Because of a 15 percent decline toward the Black Sea, no built-in drainage system is necessary; and [redacted] short of any unusual disturbance, the field would continue to be usable during winter thaws and spring rains.
5. There are nine (sic) parallel runways at the airfield, each about 1,000 meters long and 30 meters wide. They begin at the taxiing and parking strip on the west

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side of the field and run from west to east. The taxi strip is approximately 900 meters long and 70 meters wide. [] these runways are paved with some kind of asphalt material. The entire field is illuminated at night. The runways are marked with rows of red and green lights.

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6. Fifteen buildings are located on the 100-meter-wide strip of shore to the west of the field. The buildings are between the sea and the main road from Mamaschai to Alma-Tamak (44-52N, 33-37E). They extend north and south on both sides of a small through street. The buildings are two stories high, of brick and stone construction, and have black sheet iron roofs. [] some of them are assigned to the flying and ground personnel at the airfield, while the rest of them are used as repair shops. In the southwest part of the field, there use to be three buildings which [] were used as hangars for small planes. However, these buildings were destroyed [] []
7. The Kacha airfield is strictly a military field, though [] does not know to which headquarters it is subordinate nor which units are stationed there. In summer and fall 1949 [] approximately 25 MIG type planes and about 35 Ilyushin bombers on the field. The bombers frequently took off from the raised hilly (sic) terrain about 20 kilometers northwest of the airfield. This area is completely uninhabited and only bushes grow there. Especially during the summer of 1949, [] these planes making daily practice flights.

8. Fog, low clouds, and rain and snow storms are very rare in this area. The field may be icy for a short time during November and December. It would be covered with 20 to 30 centimeters of snow from the end of December to the middle of February. The temperature varies from a maximum of 38 to 40 degrees centigrade in the summer to between 12 and 15 degrees centigrade in the winter.

Attachments: Two

1. Layout sketch of Kacha airfield.
2. Location and layout sketch of Kacha airfield.

25X1A 1

[] Comment: Four airfields have been previously reported in the Kacha area: Kacha East (44-46N, 33-40E), Kacha North (44-47N, 33-33E), Kacha Northeast (44-47N, 33-34E), and Kacha Southwest (44-45N, 33-33E). The field described in this report probably is Kacha Southwest and therefore another field is located northeast of it.

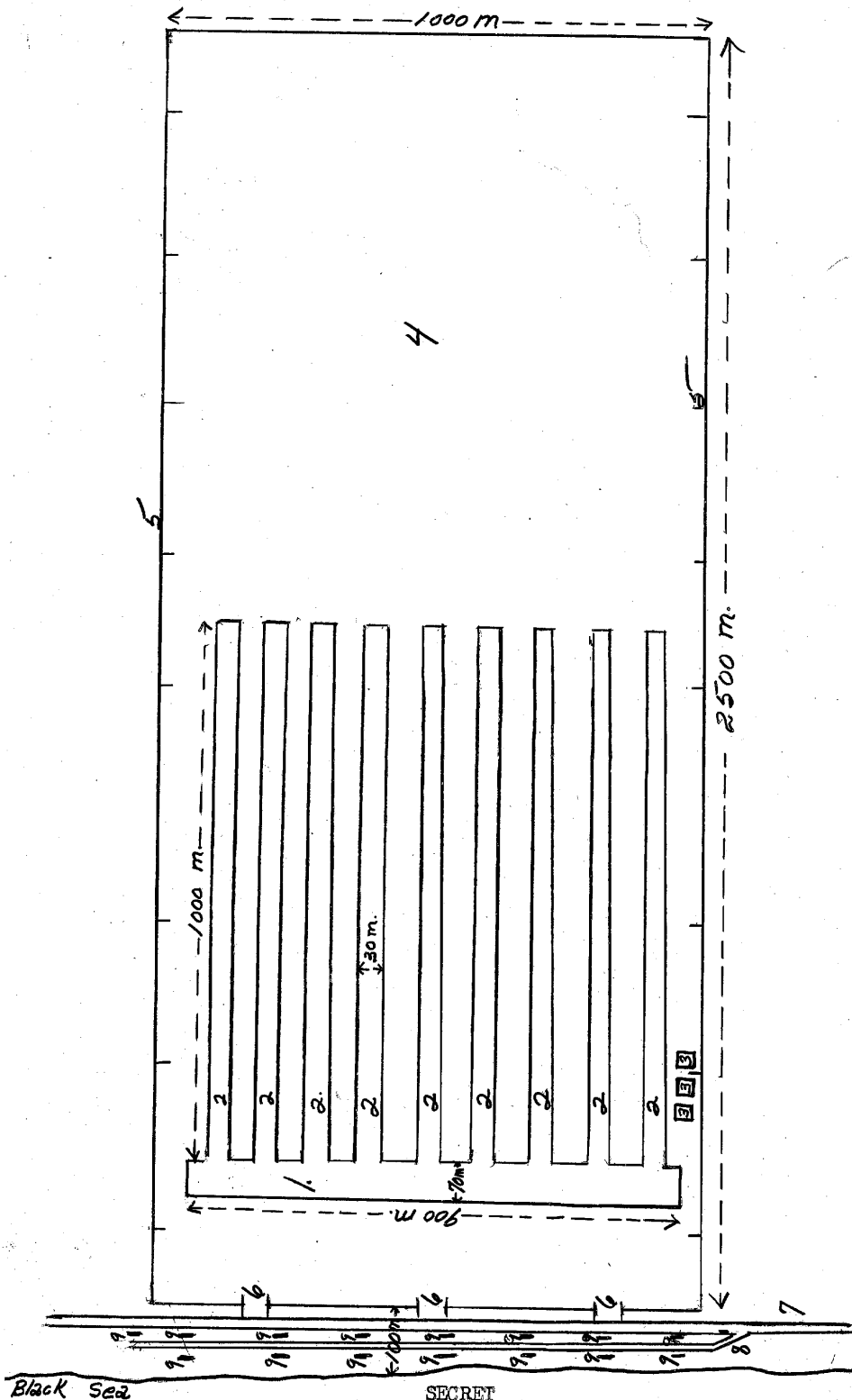
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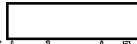
Attachment 1

Layout Sketch of Kacha Airfield



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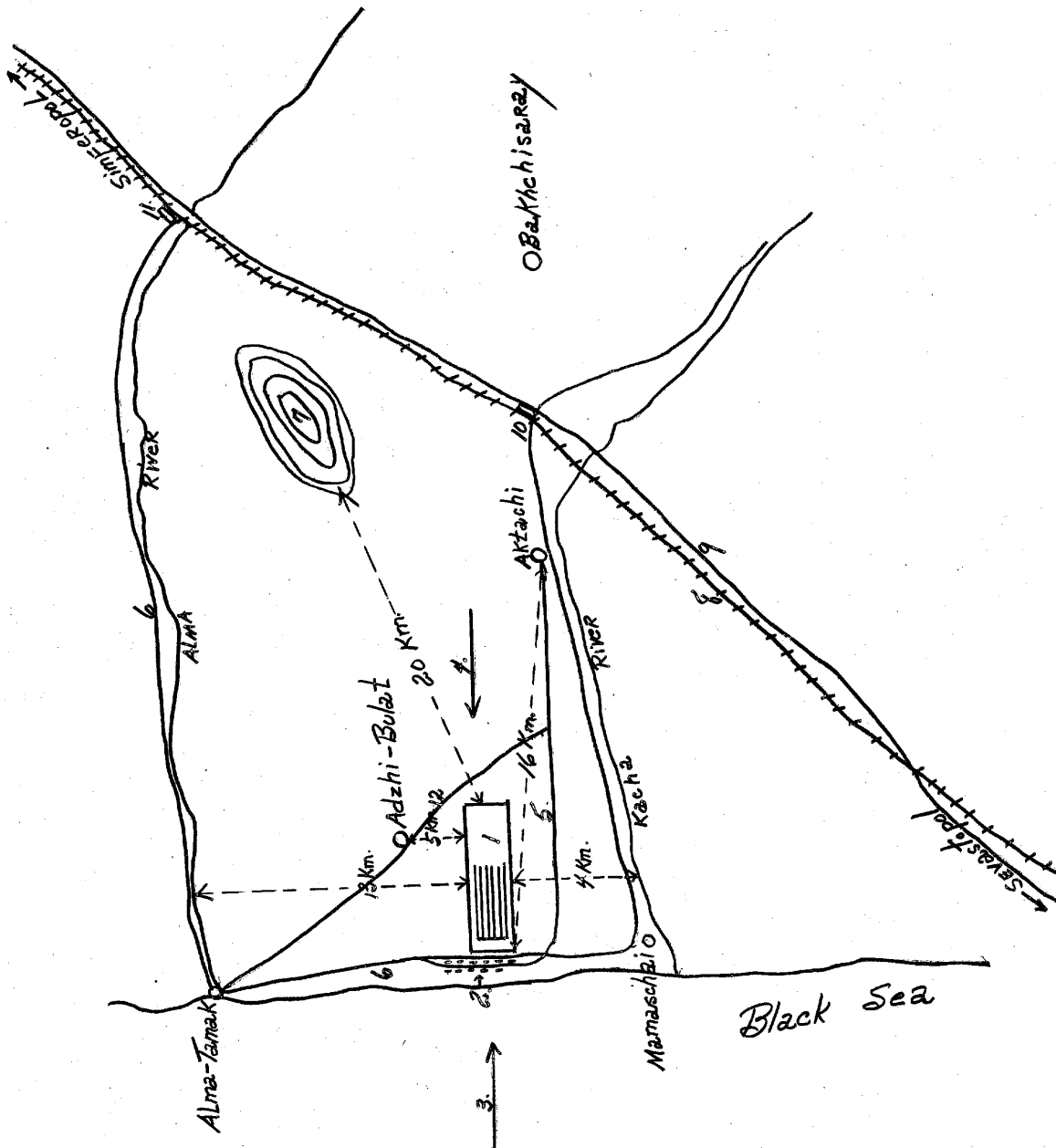

Attachment 1

Key to Attachment No. 1

1. Taxiing and parking strip.
2. Runways.
3. Destroyed hangars.
4. Airfield.
5. Wire fence with concrete posts.
6. Entrance gates.
7. Highway between Mamaschai and Alma-Tamak.
8. Through street to the caserns.
9. Casern buildings (red in color).

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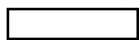
Attachment 2



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Attachment 2

Key to Attachment No. 2

1. Airfield.
2. Caserne.
3. Direction of take-offs.
4. Direction of landings.
5. Road from Aktachi to Kacha airfield (slightly paved and about three meters wide).
6. Highway from Bakhchisaray to Alma via Mamaschai and Alma -Tamak (approximately eight meters wide).
7. Raised hilly terrain where bombers take-off (possibly Kacha Northeast airfield).
8. Railroad line from Simferopol to Sevastopol.
9. Highway from Simferopol to Sevastopol.
10. Bakhchisaray railroad station; one-story yellow building with a black sheet iron roof.
11. Alma railroad station; one-story yellow building with a black sheet iron roof.
12. Carriage road to Adzhi-Bulat.

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